

Duration Times is the official Newsletter of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

President:	Paul Farthing	"Bogwood" Lockwood Road, Canowindra. NSW. 2804.	02 6364-0264.
Vice President:	Basil Healy	4 Casuarina Close, Umina. NSW. 2257.	02 4341-7292.
Secretary:	Dave Brown	19 Tweed Rd, Lithgow. NSW. 2790.	02 6353-1529.
Treasurer:	Gail Scott	44 Ravel Street, Seven Hills. NSW. 2147.	02 9624-1262.
Newsletter:	Ian Avery	17 Kalang Road, Kiama. NSW. 2533.	02 4232-1093.

Email for Duration Times - iwa@internode.on.net

UPCOMING OLDTIMER EVENTS FOR 2008

May	17-18	2008 Veterans Gathering	Muswellbrook	Peter Wheeler-Smith	0417012611.
May	24-25	Belconnen-Yass Oldtimer	Yass	Grant Manwaring	6241-1320.
June	7-10	2008 Vintagents Oldtimer SAM Champs	Dalby, Qld.	Jim Hardy	(07) 5467-9856.
June	14-15	New England Gas Champs	Tamworth	Paul Farthing	6364-0264.
July	26-27	Rebel Club Oldtimer	Hexham	Tom Tobin	4934-5443.
August	30-31	Oily Hand Diesel Days	Cowra MAC	Ian Cole	6342-4162.
September	5-6	Coota Cup Oldtimer	Cootamundra	Dave Brown	6353-1529.
October	4-5-6	Eastern States Gas Champs	Wangaratta Vic.	Dave Brown	6353-1529.
October	25-26	Glenn Simmons Memorial Oldtimer	Lithgow AC	Dave Brown	6353-1529.
November	15-16	Muswellbrook Oldtimer Weekend	Muswellbrook	Simon Bishop	6543-5170.



From the President

Our condolences to John Abbott's family - a great loss for SAM 1788.

Canowindra is over for another year and I feel that this was one of our best Champs yet in the modern era. It was great to have all the inter-staters join us and I hope they enjoyed themselves to the extent that they will want to come back again next year.

Because of the early Easter this year there has been a long break until our next comp at Goulburn at the beginning of May, and the weather has been very good during this time and we have missed it! Ah well, Easter will not be as early as this until 2225 or so I am told.

A big vote of thanks to my wife Kim, and all the ladies and gents that assisted her, in the operation of the food tent. Our venue for the presentation dinner was very well received as well and we will certainly be returning there next year if possible.

Well I am certainly looking forward to the upcoming comps and I hope more of our members can join in. I've already started planning for the Nats next year. We are still waiting for confirmation as to the dates for Oldtimer.

Condo and I are hoping to run a comp at Cootamundra later this year for the "other" Oldtimer events - see Peter's request on front page of this DT and let Peter know of your decision re such a comp. See you at the Yass Comp? Safe Flying, Paul Farthing.

John Brady ABBOTT 1918-2008

SAM 3077 SAM Poet Laureate SAM Life member

John passed away peacefully on April 26, just a few days short of his 90th birthday.

He was a foundation member of the South Coast Model Flying Club, which later became the Illawarra Model Flying Club and ultimately the Illawarra Model Aero Club.

John flew F/F and C/L in the early days, later taking up R/C oldtimer. He was a very popular competitor and took great pleasure in organizing the C/L Rally at the SAM Champs in Canowindra each year.

Although he was not so active in recent years, John continued to take an interest in SAM and will be missed by all who knew him.

Our sincerest condolences go to John's lovely wife Sylvia, who was always with him at SAM events, and to his daughters Lynne and Julie and their extended families.



Society of Antique Modellers of Australia Inc.

SAM 1788

Annual General Meeting

21st March, 2008

C.W.A. Hall, Blatchford St, Canowindra

Meeting Opened: 8-30pm.

Chairman: President - Paul Farthing.

Visitors: The Chairman welcomes all members and visitors to the meeting, and thanks them for the long distances traveled to celebrate the Championships.

Apologies: Paul Baartz, Harold Stevenson, Rex Brown, Geoff Potter, Gordon Burford and Grant Manwaring.

MOTION: That the Minutes of the last Annual General Meeting of the Society of Antique Modellers of Australia, as published in Duration Times #145 be accepted. Moved: Allan Brady Seconded: Mark Nelson Carried, Unanimously

Business Arising:

Bogwood Field - Paul outlined to the meeting that despite the drought conditions he sowed the new area on Bogwood, and the seeding did not take. Rain in January and February, has allowed the placement of this years activities behind the shearing shed.

Correspondence:

In:

Email - Electric Old Timer Flyers - Request discussion on holding joint events with SAM 1788 at Easter next year. Proposing 1/2A - Duration and Texaco.

Out:

MASNSW Inc - Event results.

Business Arising:

EOTF proposal moved to General Business.

President's Report:

Paul Farthing, thanked his current Committee members for their part in making the past year a success, especially thanking Ian Avery for his untiring work with Duration Times. He mentioned the difficulty we face in locating and encouraging junior members, outlined some competing interests that work to attract the Juniors away from us. Competition Calendar is very healthy and he thanks the members for an improvement in the camaraderie on field during the year, it has not gone unnoticed. Paul was happy to announce that SAM1788 is in a very healthy state of affairs, culminating in the increased attendance for this year's Championship's which is very welcome, and past the expectations.

Treasurer's Report: Gail Scott, The Balance Sheet circulated,

Business Arising from the Treasurers Report:

Discussion about an increase to the subscriptions to

Sam Speaks will be needed.

Indications that some costs can be re-couped if Duration Times is distributed electronically.

Canowindra CD Report: Dave Brown

Thanked Sponsors, Model Draughting Services, The Falls Guest House, East Coast Models and Electric, BP Nangar, Canowindra.

Entrants in the Post were 39, and some more today makes it 44 entrants.

Catering - Lions Club Van became unavailable at late notice. Paul has organised the SES tent, and the catering will fall to the wives and girlfriends, it would be appreciated if you show your appreciation each time you visit the Canteen.

So far the Frequency list has quite a few on Channel 619 in a couple of events, which poses a few problems if we can't move a few to other spots.

Free Flight - Control Line CD Report: Peter Scott

Peter gave a Report on the Control Line, 4 entrants, weather was blown out for Free Flight, deferred to 7.30am, a morning later in program. Four pilots flew C/Line Rally, and there were 3 entries in Midge Speed. Peter has outlined that the Midge being hard to maintain and land, will propose the Kiel Kraft Phantom (available from Model Draughting Services, at a sponsored price), for next year in lieu of the Midge Shield, David Owen has indicated he will provide a new Trophy for this event.

Midge Speed - 3 entrants, George Carr, 24.6 sec Peter Scott 24.2 sec, Jim Rae damaged his Midge.

R/C Tomboys - deferred due to strong winds.

MOTION: That the Reports be adopted. Moved: John Diduszko. Seconded: Robert Smith. Carried Unanimously.

Election of Officers:

No Written nominations were received for any positions. Don Southwell took the Chair, announced position vacant, and called for nominations.

President

Paul Farthing, nominated by John Diduszko.

There were no further nominations, Paul was declared elected.

Vice President

Basil Healy, nominated by Peter Scott.

There were no further nominations, Basil was declared elected.

Secretary

Dave Brown, nominated by John Diduszko.

There were no further nominations, Dave was declared elected.

Treasurer

Gail Scott, nominated by Bob Marshall.

There were no further nominations, Gail was declared elected.

Newsletter Editor

Ian AVERY, nominated by Peter Scott.

There were no further nominations, Ian was declared elected.

Committee Member

Peter Scott, nominated by John Diduszko.

There were no further nominations, Peter was declared elected.

Public Officer

Basil Healy, nominated by Gail Scott.

There were no further nominations, Basil was appointed.

Fees, 2008 - 2009:

MOTION: That the Club Fee structure be set to \$25 per Member, Family and Juniors \$5.00. Moved Gail Scott Seconded Bob Smith. Carried: Unanimously.

GENERAL BUSINESS:

Sam 1788 Champs - 2009. President acknowledged that Bogwood was available, moved David Owen, Seconded Bob Marshall, to remain in Canowindra.

Electric Old Timers - 2009. Discussion about the two competitions being of different format, e.g. mass launch - all aircraft airborne in the round at once in electric. Will need frequency control to fit within our rounds, which some are of different max times, e.g. Electric 1/2A being 15 minutes, whereas we can put two flyers up in that time. Dave Brown expressed opinion that he couldn't see a problem other than frequency's. If the electric can be dedicated to set channels, or move to empty spots (ha!) he thinks it would work.

He also advised that this year there will be 42 in our Texaco.

Based on this year's attendance, accommodation could be a factor as well.

Electric entries from within our ranks (IC) will need a decision of one or other, not both events? by one competitor. This would have to be decided based on entry numbers.

Decided - All entries both groups to CD by mail for assessing the channels and management.

Contest Calendar 2008.

Down Under Champs. Committee was approached by Canberra Clubs, to move the event to Yass as a two day program, 24 - 25 May, 2008, in lieu of the Cootamundra dates.

Tamworth. New England Champs. Meeting was informed that Tamworth are still on their field, but are not sure that they will still have it by mid-June. Tamworth Council is proceeding with a DA for their

new field and is at the stage of seeking CASA approval for a site found about the time of last year's event.

Wangaratta. Eastern States Gas Champs. Discussion resolved that we hold it there on the October long weekend.

Canowindra Expenses. The President has again not claimed expenses in the financial reports, and the meeting acknowledged that the President makes a sizable financial commitment to host the Championships each year.

MOTION: The meeting nominate the sum of \$400 for expenses be paid to Kim Farthing. Moved: Gail Scott Seconded: Ian Avery. Carried.

Model Trackers. President asked if the meeting still has any interest in the tracker scheme, some discussion, was evident that the proposal was not required.

R/C Nationals 2009, Easter & onwards, Cootamundra. MASNSW Inc. President has made inquiries and announcements by phone with Committee members, as of Thursday 20/4/08. Proposed to run all R/C events at Cootamundra, Old Timers likely to be Wednesday, Thursday and Friday after Easter 2009, with events dictated by the entry numbers. SAM 1788 is invited/expected to run these O/Timer Nats. No details expected before the MAAA Conference in May 2008 where this proposal is likely to be approved.

SAM Champs - USA - October, 2007. Kevin Fryer gave a short talk on the SAM USA Champs that he and two other SAM 600 members, Brian Laughton, and Steve Gullock undertook. He said that he was made very welcome, learnt a lot there and that the Americans were learning a lot from the visit. Recommended that if attending the next ones in Muncie this year, the Australian visitors would receive a warm welcome. He is of the belief that some American O/T modellers are keen to attend events in Australia, and we should be ready to assist with inquiries.

Meeting Closed: 10.00pm

FOR SALE

MODEL ENGINE COILS

Weight 42 gms

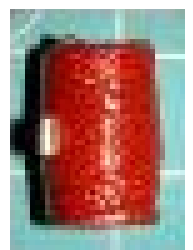
Length 35 mm

Cost as pictured - \$50.00

With transistor & Wiring - \$60.00

One year warranty

Peter Scott (02) 9624 1262



ANALYSIS OF SAM CONTESTS FOR 2007.

CANOWINDRA 2007

<u>Income:</u>	\$	\$
Entries (inc Dinner & BBQ)	2910.00	
Shirts	\$1320	
Less cost	<u>\$1230</u>	<u>90.00</u>
		3000.00
<u>Expenses</u>		
Trophies	796.50	
Field Hire	400.00	
Room hire	15.00	
Goodies Bags	90.00	
Dinner	1040.00	
BBQ	<u>900.00</u>	<u>3241.50</u>
	LOSS	\$ <u>241.50</u>

TAMWORTH 2007

<u>Income:</u>		
Entries		302.00
<u>Expenses:</u>		
Trophies	<u>144.00</u>	<u>144.00</u>
	PROFIT	\$ <u>158.00</u>

SAM Down Under 2007

<u>Income:</u>		
Entries		264.00
<u>Expenses:</u>		
Trophies	181.50	
Postages	44.20	
Field Hire	<u>50.00</u>	<u>275.70</u>
	LOSS	\$ <u>11.70</u>

EASTERN STATES GAS CHAMPS. 2007

<u>Income:</u>		
Entries		277.00
<u>Expenses:</u>		
Wangaratta Club	<u>200.00</u>	<u>200.00</u>
	PROFIT	<u>77.00</u>

OVERALL LOSS 2007 CONTESTS \$ 18.20

Re Standard Duration Rule Change Proposals by Peter J Smith appearing in DT150.

From Basil Healy

Further to the above subject I would propose that the operator of the model demonstrate to the scrutineer that 12,500 r.p.m. cannot be exceeded by either leaning or richening the mixture control on the carburettor.

There is only one other aspect that would have to be addressed and that is to ensure that the throttle servo is not stalled when the throttle arm on the carburettor comes up against the adjustable stop.

This is not a problem for those of you with a computer radio where the end travel can be adjusted.

For older radio systems I would suggest obtaining an "overdrive" output arm for the throttle servo or simply putting a "Z" bend in the throttle pushrod wire.

Maybe I should point out that there is a safety aspect to this proposal.

Standard Duration is supposed to be an "Entry Level" event to attract newcomers to Old Timer Flying. Most of these people will have learned to fly on trainer air-

**SOCIETY OF ANTIQUE MODELLERS
INCOME AND EXPENDITURE STATEMENT
FOR THE YEAR 1ST FEB 2007 TO 31ST JAN 2008**

<u>INCOME:</u>	2007/8	2006/7
Membership (adult/jnr/family)	\$ 1265.00	\$ 1135.00
SAM Speaks	\$ 910.00	\$ 490.00
MAS NSW- affiliations	\$ 1235.00	\$ 1280.00
Stickers	\$ 9.00	-
Covering	\$ 1691.00	1247.00
Canowindra Entry Fees & Raffle	\$ 2910.00	\$ 1182.00
Anniversary shirts	\$1320.00	
Less: cost <u>\$1230.00</u>	\$ 90.00	-
Tamworth Entry Fees	\$ 302.00	\$ 250.00
Eastern State Gas Champs.	\$ 277.00	\$ 496.00
SAMS Champs. Down Under	\$ 264.00	\$ 270.00
MAS NSW Refund	\$ 150.00	\$ 150.00
Interest on Term Deposit	<u>\$ 139.09</u>	<u>\$ 92.81</u>
	\$ <u>9242.09</u>	\$ <u>6592.81</u>

<u>EXPENDITURE:</u>		
Bank Fees	\$ 46.90	\$ 29.10
Duration Times - Postage/stationery	\$ 341.87	\$ 508.65
Duration Times - Photocopying/printing	\$ 967.80	\$ 595.60
Duration Times - Editors Expenses	\$ 119.14	\$ 115.33
Postage & Stationery	\$ 122.35	\$ 51.00
Canowindra Expenses	\$ 2856.50	\$ 469.00
Tamworth Expenses Trophies	144.00	
Less: chq w/o <u>100.00</u>	\$ 44.00	\$ 132.00
Eastern States Gas Champs.	\$ 200.00	\$ 384.50
SAM Champs Down Under	\$ 375.70	\$ 234.24
Aero Sports Affiliation	\$ 1160.00	\$ 1573.00
Dept Fair Trading	\$ 43.00	\$ 42.00
SAM Speaks	\$ 935.00	\$ 1639.70
Sundries - wreath & bequest	\$ 112.00	-
Miscellaneous - ICOM channel scanner	\$ -	\$ 425.00
Nitro & Covering	-	<u>\$ 1247.00</u>
	\$ <u>7324.26</u>	\$ <u>7446.12</u>
Net Profit/(Loss) for the year	\$ 1917.83	(\$ 853.31)

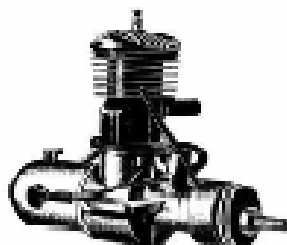
Cheque Account 1 st Feb 2007	\$ 4679.88
Term Deposit 1 st Feb 2007	\$ 5663.49
Petty Cash 1 st Feb 2007	<u>\$ 37.15</u>
Total Society Funds 31st January 2008	<u>\$ 10380.52</u>
	<u>\$ 12298.35</u>

<u>REPRESENTED BY:</u>	
Cheque Account 31 st January 2008	\$ 6285.32
Term Deposit 31 st January 2008	\$ 5802.58
Petty Cash 31 st January 2008	<u>\$ 210.45</u>
	<u>\$ 12298.35</u>

craft where the usual procedure is to start them at low throttle. It could come as quite a "culture shock" to these people to handle an engine that goes from stopped to full power on start-up.

The rules stipulate that the engine must have a throttle so why not use it to stop the engine?

Anyway, who wants to make up a fuel shut-off when you have a throttle capable of doing the same job.



Madewell 49. This engine with a slightly modified tank (small flat spot to miss the wing LE) was sold with the 1947 Topping 100, all-metal U-Control model. Mounted inverted.

SAM 1788 Australia Champs - Canowindra, 20-24 March, 2008 - Results

Nostalgia

Rex	BROWN	Stomper	K&B 40	1280	1533
Bill	BRITCHER	Spacer	K&B 40	1280	1357
Chris	BRITCHER	Spacer	K&B 40	1280	1127
Jim	HARDY	Hyphen	Webra 40	1280	476
Peter	SCOTT	Jaided Maid	OS25	1280	426
Peter	J.SMITH	Spacer	K & B 40	1280	414
Mike	MOORE	Spacer	OS 40H	1280	395
Basil	HEALY	Stomper	OS 60 2/	1280	349
Darren	MARSHALL	Swayback	Webra 40	1280	297
Paul	FARTHING	Hyphen	OS 40H	1227	
Michael	WALSH	Kiwi	OS 15	1179	
David	BEAKE	18% Jaided Maid	OS 40 H	1147	
Dave	BROWN	Civy Boy	Merco 61	1140	
Jim	RAE	Gold Dust	OS Max 29	1119	
Grant	MANWARING	Spacer	OS 40	1103	
Brian	LAUGHTON	Pencil	K&B40	1042	



1/2A Texaco

Peter	J.SMITH	Lil Diamond	1080	1032
Peter	R.SMITH	Lil Diamond	1080	1025
Dave	MARKWELL	Stardust Special	1080	929
David	BEAKE	Stardust Special	1080	901
Darren	MARSHALL	Lil Diamond	1080	803
Jim	RAE	Skyrocket	1080	785
Peter	SCOTT	Stardust Special	1080	753
Robert	SMITH	Lil Diamond	1080	741
Chris	BRITCHER	NZ Tex Winner	1080	737
Kevin	FRYER	Stardust Special	1080	649
Grant	MANWARING	Lil Diamond	1080	622
Dave	BROWN	Stardust Special	1080	588
Robert	TAYLOR	Stardust Special	1080	566
Ian	CONNELL	Lil Diamond	1080	522
Mike	RANKIN	NZ Tex Winner	1080	512
Barry	BARTON	Stardust Special	1080	410
Ian	AVERY	MG	1080	297
Rex	BROWN	Stardust Special	1080	
Jim	HARDY	Lil Diamond	1080	
Don	SOUTHWELL	Stardust Special	1080	
Bill	BRITCHER	Red Ripper	1080	
Brian	LAUGHTON	Albatross	1052	
Steven	GULLOCK	Polly	1026	
Geoffrey	MALONE	Lanzo Racer	1026	
Basil	HEALY	Atomiser	1012	
Tom	TOBIN	Lil Diamond	997	
John	DIDUSZKO	MG2	797	
Bob	MARSHALL	Little Diamond	720	
Paul	MARSHALL	Lil Diamond	711	
Don	HOWIE	Red Ripper	666	
Grahame	MITCHELL	Stardust Special	593	
Mike	MOORE	Playboy Cabin	562	
Michael	WALSH	Kerswap	459	
Paul	FARTHING	Stardust Special	434	
Brian	PAYNE	RC1	360	



Gordon Burford Event

Peter	R.SMITH	Ollie	pb	900	703
Don	SOUTHWELL	Zoot Suit	pb	900	641
Basil	HEALY	Dixielander	pb	900	602
Bill	BRITCHER	Eureka	pb	900	454
Paul	FARTHING	110% Pencil Jr	pb	900	429
Chris	BRITCHER	Spacer	pb	900	411
Brian	LAUGHTON	Dixielander	pb	900	401
Grant	MANWARING	Spacer	pb	900	398
Barry	BARTON	Dixielander	pb	900	369
Grahame	MITCHELL	Dream Weaver	pb	900	325
David	BEAKE	Jaided Maid	pb	900	282
Bob	MARSHALL	Zoot Suit	pb	900	242
Darren	MARSHALL	Lil Diamond	pb	900	191

Top to Bottom:

Basil Healy and his Nostalgia Stomper.
 Brian Laughton (VIC) posing with his Nostalgia Pencil Bomber for Don Howie's camera.
 Action on the 1/2A Flight Line.
 Michael Walsh (Qld) gets his Kiwi away in Nostalgia.



Peter	SCOTT	Jaided Maid	BB	900	190
Jim	RAE	141% PAA Packet	BB	900	181
Peter	J.SMITH	FAIson	pb	900	173
Dave	MARKWELL	Stardust Spl	pb	900	142
Dave	BROWN	Cresendo	pb	900	
Kevin	FRYER	Atomiser	pb	857	
Jim	HARDY	Swayback	BB	832	
John	DIDUSZKO	Cresendo	BB	792	
Steven	GULLOCK	Lil Diamond	pb	787	
Ian	CONNELL	Zoot Suit	pb	716	
Robert	TAYLOR	FAIson	BB	592	

Top to Bottom:
 Peter (Canberra) Smith checks out the thermals in 1/2 A Texaco.
 Texaco Flight Lines.
 Jim Rae's new Burford Model 141% PAA Packet was quite a different approach to Burford and showed some promise for future events.



Texaco

Peter	CUTLER	110% Bomber	OS 60 4/	1200	3982
John	DIDUSZKO	Lanzo Bomber	TT 54 4/	1200	3915
Brian	LAUGHTON	85% Bomber	OS 40 4/	1200	3007
Peter	J.SMITH	Lanzo Bomber	OS 60 4/	1200	2507
Paul	FARTHING	Lanzo Bomber	OS 60 4/	1200	2449
Ian	AVERY	80% Bomber	OS 40 4/	1200	2292
Dave	MARKWELL	Lanzo Bomber	OS 60 4/	1200	2233
David	BEAKE	Lanzo Bomber	OS 60 4/	1200	2222
Robert	SMITH	Lanzo Bomber	OS 60 4/	1200	2200
Garry	De CHASTEL	Flamingo	OS 60 4/	1200	2070
Jim	RAE	75% Dallaire	ASP 30 4/	1200	2025
Basil	HEALY	Lanzo Stick	Enya 60 4/	1200	1980
Rex	BROWN	Folly 2	Enya 46 4/	1200	1457
Steven	GULLOCK	85% Bomber	Enya 53 4/	1200	1450
Peter	SCOTT	RC1	Wildcat 5cc d	1200	1424
Darren	MARSHALL	Lanzo Bomber	Enya 60 4/	1200	1399
Mike	MOORE	Lanzo Bomber	Saito 50 4/	1200	1220
Barry	BARTON	Anderson Pylon	OS 60 4/	1200	655
Jim	HARDY	Lanzo Bomber	Saito 65 4/	1200	471
John	BRADBURN	75% Dallaire	OS 40 4/	1200	27
Grahame	MITCHELL	Dallaire	Enya 60 4/	1200	
Don	HOWIE	Lanzo Bomber	Enya 53 4/	1200	
Mark	NELSON	Scram	Magnum 52 4/	1200	
Michael	WALSH	85% Bomber	Saito 56 4/	1200	
Robert	TAYLOR	105% Cumulus	OS 61 4/	1200	
Peter R.	SMITH	Lanzo Bomber	OS 60 4/	1200	
Chris	BRITCHER	Lanzo Bomber	Enya 46 4/	1200	
Kevin	FRYER	Red Zephyr	OK Super 60	1189	
Tom	TOBIN	92% Bomber	O.S. 48 4/	1073	
Ian	CONNELL	Nash Monoplane	Enya 41 4/	1000	
Grant	MANWARING	Dallaire	O.S. 60 4/	998	
Mike	MASTERS	Lanzo Bomber	Enya 53 4/	862	
Geoffrey	MALONE	Dallaire	O.S. 60 4/	600	
Alan	BRADY	Lanzo Bomber	OS 60 4/	600	

'38 Antique

Bill	BRITCHER	RC1	Fleetwind 60	1800	1095
Chris	BRITCHER	RC1	OK Super 60	1800	1068
Michael	WALSH	Westerner	Ok Super 60	1800	977
Peter	J.SMITH	Cumulus	OK Super 60	1800	813
Peter	SCOTT	RC1	Whirlwind 60	1800	813
Robert	TAYLOR	Cumulus	Ok Super 60	1800	801
Basil	HEALY	RC1	Sparey 5cc d	1800	792
Jim	RAE	Pixy	ED Hunter 3.46	1800	721
Jim	HARDY	Miss America	GB 5cc d	1800	648
Kevin	FRYER	Red Zephyr	OK Super 60	1800	595
Brian	LAUGHTON	RC1	OK Suoer 60	1800	
Paul	FARTHING	Flamingo	Contester 60	1757	
Dave	BROWN	Record Breaker	Madewell 49	1744	
Steven	GULLOCK	Polly	GB1 5cc d	1713	
Dave	MARKWELL	Krupps	OK Super 60	1692	
Rex	BROWN	RC1	Atwood Triumph	1646	
Grant	MANWARING	Yankee Clipper	Burford 5cc d	1622	
Alan	BRADY	P'house	Anderson Spitfire	1506	
Alan	WOODING	Lanzo Stick	OK Super 60	600	
Ian	CONNELL	Scram	Sparey 5cc d	524	
Ian	AVERY	Flying Quaker	Madewell 49	73	



Duration

Peter	J.SMITH	Playboy	McCoy 60	1260	1056
Paul	FARTHING	115% Playboy	McCoy 60 spk	1260	848
Jim	HARDY	Playboy	OS 61 4/	1260	830
Grant	MANWARING	85% Bomber	Saito 56 4/	1260	807
Michael	WALSH	Bomber	Saito 624/	1260	705
Robert	TAYLOR	85% Cumulus	YS 63 4/	1260	669
Ian	AVERY	80% Bomber	Saito 56 4/	1260	669
Kevin	FRYER	92% Cumulus	McCoy 60 spk	1260	550
Rex	BROWN	Folly	Fox Q500	1260	547
Brian	LAUGHTON	Playboy	Irvine 36	1260	
Peter	SCOTT	170% Stardust Spl	Saito 62 4/	1250	
Basil	HEALY	Megow Chief	YS 53 4/	1243	
Garry	De CHASTEL	Playboy	YS 63 4/	1237	
Steven	GULLOCK	75% Dallaire	OS 52 4/	1222	
Mike	MOORE	Playboy Senior	Saito 62 4/	1216	
Robert	SMITH	Playboy	Saito 56 4/	1144	
David	BEAKE	85% Bomber	Saito 56 4/	1135	
Grahame	MITCHELL	Playboy	Super Tiger 34	1034	
Barry	BARTON	RC1	OS 46 FX	997	
Jim	RAE	Lil Diamond	Saito 56 4/	975	
John	DIDUSZKO	Buzz Bombshell	Magnum 61 4/	832	
Dave	MARKWELL	RC1	Saito 56 4/	750	
Peter	CUTLER	Playboy	YS 63 4/	648	

Standard Duration

Dave	MARKWELL	90% Bomber	Webra 40	914
Jim	HARDY	75% Dallaire	Webra 40	772
Grant	MANWARING	85% Bomber	K&B 40	765
Peter	J.SMITH	Playboy	K&B 40	752
Basil	HEALY	Feather Merchant	OS 40 H	734
Ian	AVERY	80% Bomber	OS 40H	687
Grahame	MITCHELL	1941 Playboy	OS 40H	647
Paul	FARTHING	Playboy	OS 40 H	635
Rex	BROWN	Playboy	Enya 35 X	**486
Don	SOUTHWELL	80% Airborne	OS 40 H	238
Alan	BRADY	75% Dallaire	OS 40H	175

** Trial of proposed new engine rule i.e. any .40 engine.

2CC

Grant	MANWARING	Eliminator	Taipan Tyro	887
Peter	J.SMITH	Stardust Spl	AE 1.5	702
Dave	MARKWELL	Playboy Cabin	Cipolla	683
Michael	WALSH	Kiwi	OS CS11	666
Peter	SCOTT	Jaided Maid	Oliver 1.5 d	625
Dave	BROWN	Crescendo	Taipan Tyro	619
Jim	HARDY	Lil Diamond	Cox TD 09	448

Vintage FF

Peter	SCOTT	540
Basil	HEALY	430
Jim	RAE	421

Midge Speed

Peter	SCOTT	24.2
George	CAR	24.6
Jim	RAE	DNF

R/C Tomboy Event

Peter	R.SMITH	487
David	OWEN	407
Don	HOWIE	407
Bill	BRITCHER	397
Brian	LAUGHTON	377
George	CAR	343
Dave	MARKWELL	338
Jim	RAE	331
Ian	CONNELL	328
Brian	PAYNE	274
Rex	BROWN	270
Chris	BRITCHER	266
Don	SOUTHWELL**	189

**Electric Powered

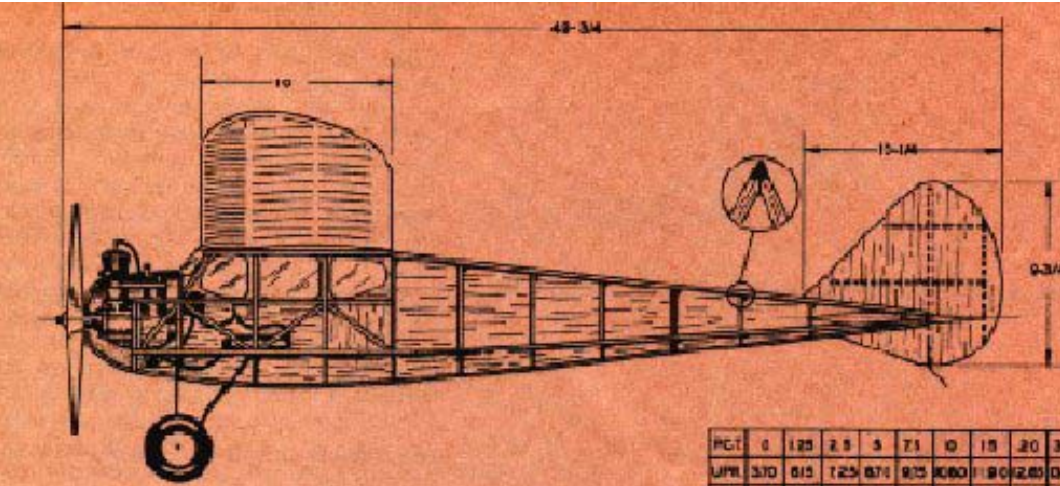
R/C TOP GUN

Peter J. Smith (Condo)

Top to Bottom:
Chris Britcher (SA) won 2nd Place in '38 Antique with his RC1/OK Super60.
Duration Flightline
Dave Markwell checking out his 12,500 rpm.
Basil Healy and Ian Avery landing in formation in Std. Duration.

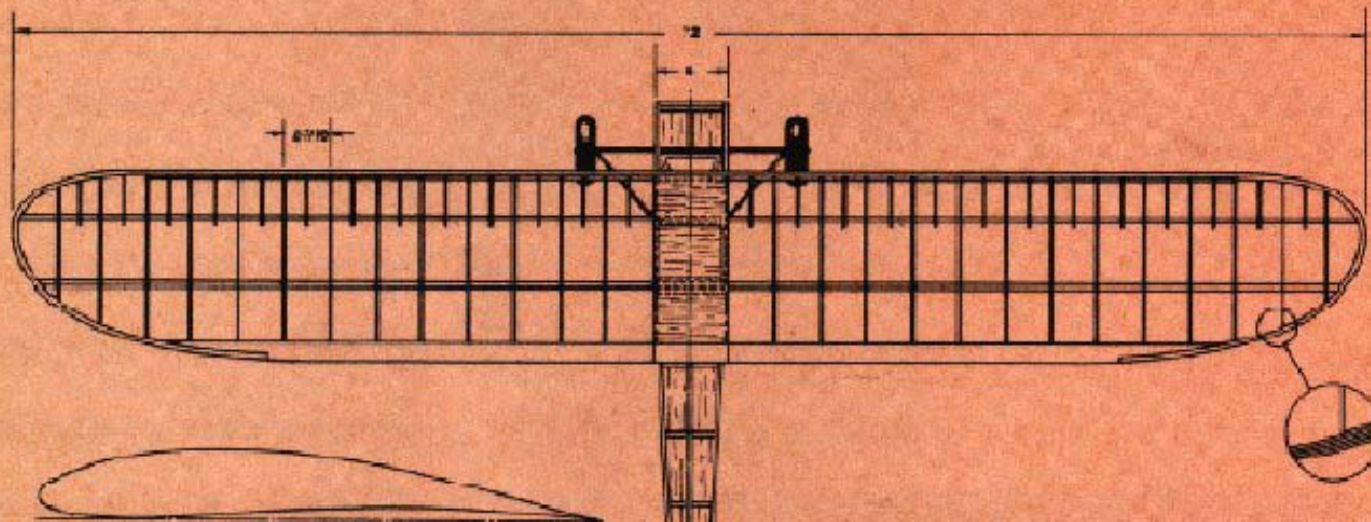
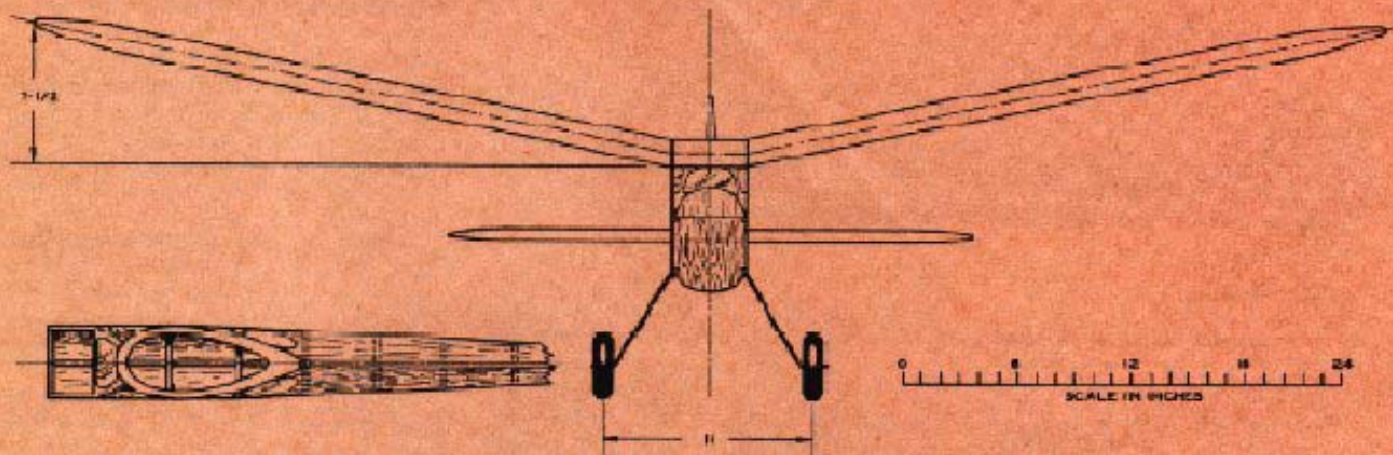


REBEL
by
bowers
A 1937 DESIGN



PGT	0	125	25	5	75	10	15	20	30	40	50	60	70	80	90	95	100
UPR STD	0.15	1.25	0.75	0.25	0.00	1.90	2.00	0.40	0.30	2.25	0.70	0.15	4.10	0.20	1.00	0.00	0.00
LWR STD	0.10	1.40	0.75	0.25	0.10	0.00	1.6	0.30	1.60	2.10	2.40	2.35	2.00	1.20	0.70	0.00	0.00

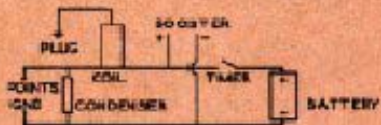
GÖTTINGEN 497 TABLE OF CO ORDINATES



GÖTTINGEN 497 AIRFOIL

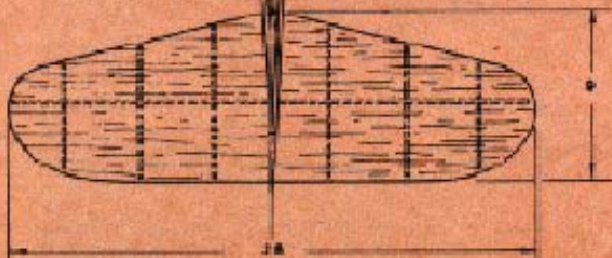
DATA

- OVER ALL LENGTH _____ 49.34
- SPAN _____ 72
- CHORD _____ 10
- WING AREA _____ 875 SQ. IN.
- DIHEDRAL _____ 7-1/2
- WEIGHT _____ 40.65 GR.
- WING LOADING _____ 10 OZ./SQ. FT.



WIRING DIAGRAM

Here's a True Antique from 1937 - nice airfoil section. Try putting the hot McCoy in this one. Note that it is a "legal" 10 oz/sq. ft. Laminated wing tips - a good touch.



Free Flight and Tom Boy at Canowindra.

From Peter Scott.

The Scotts were up bright and early on the Thursday morning, looking forward to the fun, day one of last year.

Jim Rae and George Car had beaten us to the field by ten minutes - now that's keen.

Hamish and father, Andrew, Butcher arrived from Bathurst. Basil was next on the scene and we drove through to the next paddock. It didn't take long to decide that the wind was too strong for free flight that morning.

It was decided to try to run the free flight and Tom Boy Saturday morning before Burford. Unfortunately, at tea Friday night, we met people who said that the balloonists had cancelled all flights next day due to very strong winds forecast. However, Sunday and Monday were to be calm. Plan C: Fly Sunday morning before '38 Antique.

Saturday wasn't as bad as predicted but Sunday almost was. Not a great roll-up for the contest as several modelers weren't prepared to get to the field by 7.30am. Shame as it turned out to be a tight contest and good fun.

Due to the wind-drift we parked in the second paddock but carried the models quite a way from the cars for launching.

RESULTS:

Free flight		
1 st	Peter Scott	Total of 540 seconds
2 nd	Basil Healy	" " 430 seconds
3 rd	Jim Rae	" " 421 seconds
Radio Tom Boy		
1 st	Peter 'Canberra' Smith	Best flight: 487 seconds
2 nd	David Owen	" " 407 (405)
3 rd	Don Howie	" " 407 (367)
4 th	Bill Britcher	" " 397 "
5 th	Brian Laughton	" " 377 "
6 th	George Car	" " 343 "
7 th	Dave Markwell	" " 338 "
8 th	Jim Rae	" " 331 "
9 th	Ian Connell	" " 328 "
10 th	Brian Payne	" " 274 "
11 th	Rex Brown	" " 270 "
12 th	Chris Britcher	" " 266 "
13 th	Don Southwell	" " 189 "

The contest between Jim Rae and Basil Healy was so close it became war. Jim put up a 159 sec flight and a 151 sec while Basil made 156 sec and 155sec. Just one second in it BUT Jim was flying a 1950 Heckler which meant another six bonus points per round. Basil's 1953 Stomper only gave him an extra two per round. Instead of sticking to the pre determined two rounds, Jim and Basil insisted on a third round! A shoot out! Neither did well - Jim managed 93 sec plus his bonus six points while Basil made 113 sec and two bonus points. Meanwhile Peter Scott with his 1953 Stomper had blitzed the field with three straight maxes of 180 secs.

The free flight Tom Boy event was cancelled due to lack of early morning interest but the Radio Tom Boy contest had been run the previous morning 8am to 9am. Three flights with longest to count. Thirteen entries, everyone started and finished on time, no arguing. Again a close shave for second and third, a count-back deciding the outcome.



Jim Rae assist Basil Healy to make adjustments to Basil's Stomper.

The Radio Tomboy Flyers. Don Howie is missing - taking a photo!



SAM 1788 CHAMPS CONTROL-LINE RALLY - CANOWINDRA EASTER 2008

From David Owen. Wollongong. 26th March 2008.

Entries were lower than earlier years, the wind on Friday possibly keeping some models in the car.

The C/L circle was very well prepared and certainly more than adequate for the type of sport flying we usually do. Thanks very much Paul. Your efforts were appreciated by all. Several flights were made in the windy conditions on Thursday, as scheduled.

Peter Scott flew his AMCO BB powered Mercury Monitor, a deservedly popular English kit design from the early '50s. This is a fast model and grooves very well.

Jim Rae started off well, flying an o/d profile stunter powered by a loosely-mounted Taipan 2.5D, which bailed out in the end, much to Jim's surprise. Following this, Jim brought out his Wombat Bipe, which was powered by a late model Sabre .35 glow. After a disastrous start culminating in a line tangle around the engine, Jim put in an excellent flight with the model. His Wombat featured bolt-on wings, an eminent advance on the original.

Pete 'Canberra' Smith had a very nice Junior Nobler powered with a touchy Veco .19 PB glow. The model suffered from tank-related problems which Peter vows to sort out before next year.

George Car brought out a massive Taurus powered by a suitably large engine (Merco 49?). I did not see this model in the air, but the Taurus, designed by the late Aeromodeller draughtsman, J.W. Coasby, would be a very competent flyer in the right hands.

The writer flew his Tyro 1.9 powered Sabre Trainer and was once again reminded what a pain in the butt a sticking contra can be. His GB Stuntmota Wombat and another small stunter remained car-bound, pending an improvement in conditions.

The MIDGE SHIELD

Every year we compete with Midge speed models for the shield. The Midge is another Mercury kit design and it is a very small, traditional speed model for diesel engines up to 1.5cc. The Midge is flown on 35' lines and timed over twelve laps, representing a total a distance of $\frac{1}{2}$ mile. This year there were four entries, including a double from Peter Scott.



George, Jim and Peter with their Midges

Peter was first up with his original Elfin 1.49 diesel. He recorded only one time of 24.26 secs, preferring to wait and see what the opposition could do prior to having another flight.

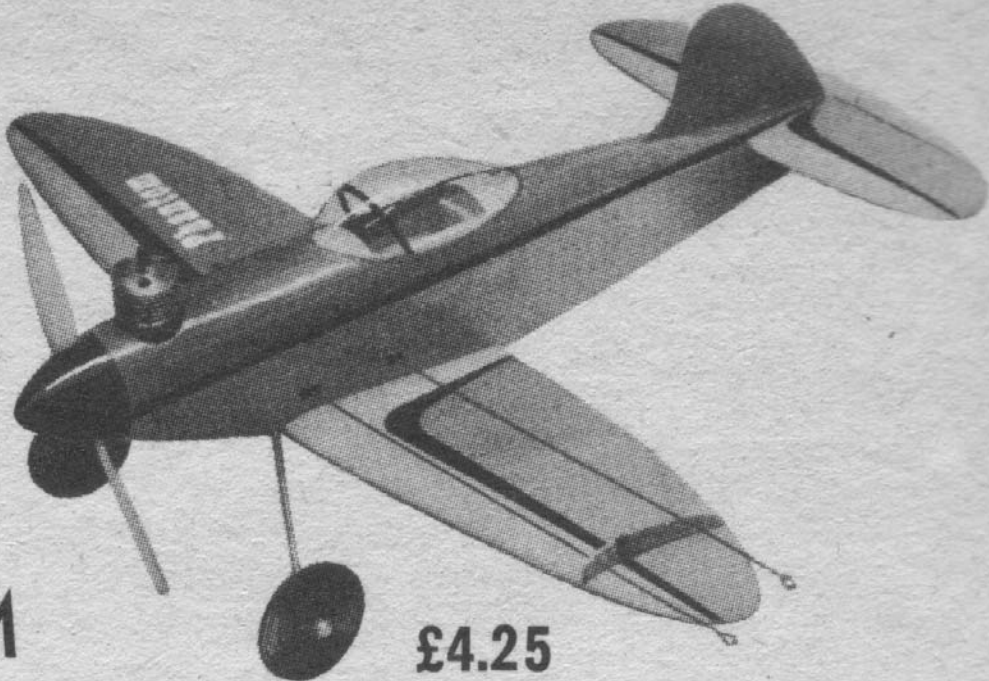
George Car was next up with his Cipolla 1.5cc diesel entry. This engine had the potential to record the fastest time, but reverted to type as expected, being damned hard to start and set. Despite the best efforts of all concerned, faulty launching in the tricky conditions meant no time was recorded by George with this model.

Jim Rae flew next, his Taipan 1.5cc diesel sounding very strong. The model flew well and was cer-

tainly fast, but no time was recorded following an engine cut just prior to completing the required number of laps. The model was badly damaged on landing, precluding any follow-up flights.

Determined to see George get in a flight, Scotty handed over his second Midge, powered by a CS 1.5cc diesel. Try as he might, George was unable to beat Peter's Elfin, turning in three good flights of 24.90, 26.68 and 26.40 secs. This left Peter in 1st place with a speed of 74.20mph, George in 2nd place at 72.30mph and Jim in 3rd with a dnf.

Following the event, there was some discussion about continuing to fly Midge. Though the model is quite easy to fly, launching is a dodgy business and either a bad launch or a typical rough landing is bound to result in serious damage. It was decided to promote a new event next year to replace Midge with a more suitable model. The KK Phantom was chosen and a new Phantom Shield will be raised.



PHANTOM **£4.25**

The most famous control line trainer of them all. Strong and dependable, easy to build and fly. For 1-1.5 c.c. engines. Wingspan 21"

The Phantom is a well-known model, all balsa and easy to build, capable of reasonable performance and above all designed to survive ROG take-offs and safe landings on a reasonable (grass) surface.

Phantoms will be flown on 35' lines, timed over 12 laps from a standing start. It may also be possible to indulge in Phantom racing if there is sufficient interest, so the maximum tank size is set at 10cc.

In an effort to encourage entries using available equipment, engines will be divided into three classes, all with a maximum capacity of 2cc. This is an event for diesels only.

Class One: any piston-ported engine (ie Mills, Deezil, ED Mk11 and Comp Special and similar).

Class Two: any plain bearing or ball race engine, excluding those in Class Three.

Class Three: PAW TBR 09, Enya 11D, Webra Speedy, Oliver Tiger Cub and any specialist combat diesels.

It is hoped there will be a sufficient spread of entries next year to enable us to devise a K-factor based on performance, which will then be used to decide an overall winner.

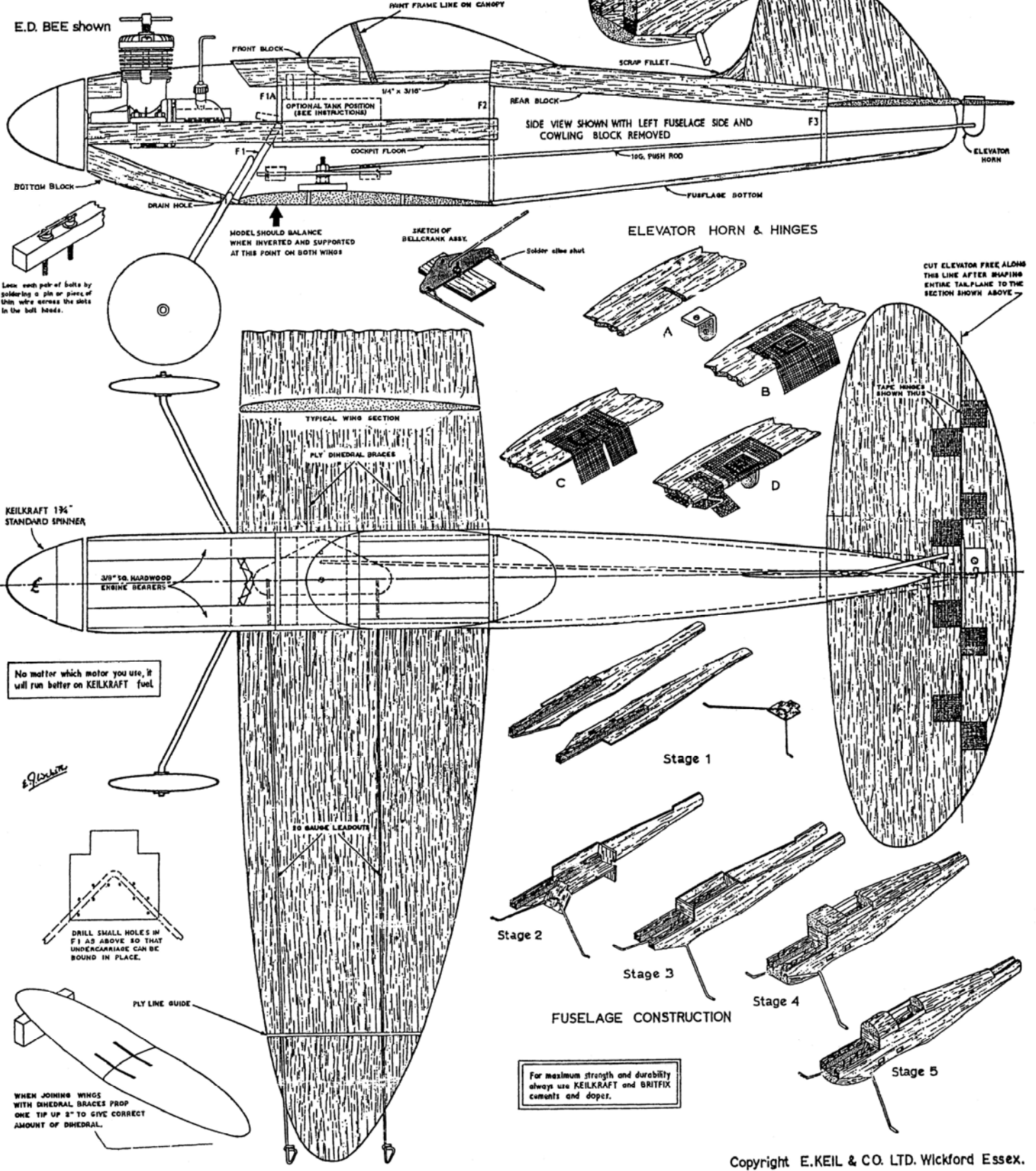
However, for the first scheduled event flown at the SAM Champs over Easter 2009, all three Class winners will be noted on the Phantom Shield.

In early discussions with Dave Brown, he has generously offered to make a suitable partial kit and drawing available at subsidised price. Price is not determined at time of writing. Contact Dave on 02 63531529 or email daveb@ix.net.au, or snailmail 19 Tweed Road, Lithgow, NSW, 2790.

Please give this new Phantom Shield your very best support, as participation in friendly, low-stress events like this benefits us all. Don't hesitate to contact either Peter Scott or the writer if any thing is not clear, or if any assistance is needed.

KEILKRAFT PHANTOM

21" Span Control Line Trainer for motors 1-1.5cc.



A woman came home, screeching her car into the driveway, and ran into the house. She slammed the door and shouted at the top of her lungs, 'Honey, pack your bags. I won the lottery!' The husband said, 'Oh my God! What should I pack, beach stuff or mountain stuff?' 'Doesn't matter,' she said. 'Just get out.'

Out and About March 2008

Jim Hardy reporting.

An off the cuff report of things observed during the expedition to Canowindra at Easter.

This year the weather was kind to us and the only dust storm sighted was when people were attempting to fly Tomboys on Thursday afternoon. For the rest of the weekend the grass stayed green and the breezes remained playful.

Processing of new and altered models went ahead on Thursday pm and Friday am without too many tantrums, but lots of teasing of the newcomers. While this

was in process the Control line fans went about their business and reminded us how city modellers got their kicks in the 1950's and 60's. Quite intoxicating really, lots of noise, blood, frustration and dizziness, bit like a modern movie.

The first RC assist event away was Nostalgia and we were Stomped by Rex Brown and Spaced out by the Britcher family in the fly-off with times 2 and 3 times longer than the next placing. More work needed on models for this event as there was only a couple of models that had not been seen before.



More 'Teasing' in the Processing Shed.



Sth. Australian, Queensland and Victorian competitors undergoing a special part of 'Canowindra' - Processing! Don't know who was the 'Teaser'.

½ A Texaco was next and the air was filled with the sound of 35 Cox 049's as their owners strove for reliability and power. 21 made the fly-off while in the rounds several headed off on a jolly on their own, courtesy of strong winds at height. Strong gusts at low level also took their toll with 4 out-landings in the fly-off. The most popular models were the Stardust Specials and Little Diamonds with 10 of each fronting up. The Little Diamonds of Peter J. Smith (Condo) and Peter R. Smith (Canberra) were well matched to finish with a mere 7 seconds between them while the 3rd placed Stardust Special was 96 seconds adrift.

Gordon Burford event drew 21 starters with 15 making the fly -off. The star turn during the rounds was Basil Healy's model being shot down! No not radio problems, he put the thing in a gum tree on an attempt and Farmer Paul shot the branch holding it up about 60 ft above ground and caused both to fall. Basil went on to claim 3rd place! Models used were many and varied, Peter R. Smith's Ollie, a model I don't know came out on top.

Texaco!!! I vaguely remember a Scottish poem about a young man who came out of the North and stole the bride from the wedding breakfast after promising that he would "tread but one measure and drink one cup of wine". It came to pass that Peter Cutler came from Rockhampton, refrained from excessive drink and proved that with his steed he could make off with the John Pond Trophy to the chagrin of 33 other contestants. No surprises in the model selection, except that the winner was using a 110% Bomber. In engine selection the surprise was second place getter John Diduszko's use of a Thunder Tiger



Control Line Midge on a very pleasant flying circle.

54. John is turning out to be a bit of a giant killer with this combination, with a win at Orange in February and only a minute (1) seven (7) seconds behind the winner of this event and fifteen (15) minutes eight (8) seconds ahead of 3rd place.

Antique!! The roar of sparkies muted by the crackle of diesels filled the air as the large field of 21 flyers went through the rounds with an amazing 11 making the fly-off. The engine of choice was the OK Super 60 with 8 entered and 6 making the fly-off. Just to fool the statistics men Bill Britcher used a Fleetwind 60 to power his RC1 to the win. However the OK's filled the next 3 places with Chris Britcher coming home ahead of the Vintagent's Mick Walsh and Peter J. Smith of SAM 1788. The diesels proved their reliability in this event, but until we can "scale" models to suit their power output they will always be the poor relations as the 23 size antiques are too small and the 60 size models a bit too large in poor weather.

DURATION !! To quote a well known duration fan " Oh, what a wonderful noise" with 23 contestants keen to prove that they could get higher than anyone else and stay up longer. With 3 McCoy 60's on spark the sound was enough to satisfy the " wonderful noise" criteria, but the engines that set my heart pounding were the Fox 40 of Rex Brown and Brian Laughton's Irvine 36. Ten (10) made the fly-off in rather tricky conditions, lots of down, light lift in patches.

The MAAA handicaps governed this event with the McCoy's on spark getting 40 seconds and useful height that Peter J. Smith and Paul Farthing used to acquire first and second place. The next 3 places were filled by people who opted to use normally aspirated four strokes on 32 seconds with no restrictions on fuel. Eight contestants used engines that had a 25 second run with only the YS63 of Robert Taylor and the 2 strokes of Rex Brown and Brian Laughton making the fly-off.

Over a third of the aircraft in the event were Playboys, with 4 Bombers the next most popular. An aircraft that was different is Basil Healy's Megow Chief, a slick aircraft with a thin high aspect ratio wing.



Basil Healy and his Megow Chief.

Standard Duration, eleven starters for what is supposed to be a good event? The people who voted to include further engine restrictions in this event in the 2005 rule change obviously find it easier to fly a "chair of knowledge" in the Club room than participate in the event. The changes have managed to make an event that should be an easy introduction to Duration into a DUD. However, the 11 starters struggled on despite the rules and recorded some pretty dismal flight times and a lot of attempts. No fly-off, Dave Markwell won with 914 seconds.

2cc. Seven starters. For the current event the Taipan Tyro seems to be the best choice, but when were they last made? Until the handicap placed on schnuerle-ported engines is adjusted the event will remain unpopular and flight times low. To win Grant Manwaring did a good job with a flight time that would have taken second place in Standard Duration.

TOP GUN . Peter J Smith.



The Queenslanders preparing for Standard Duration. Jim Hardy's 75% Dallaire/Webra .40 won 2nd Place.

BACK IN THE '50s continued (4)

From David Owen.

The *Aeromodeller* of August 1951 carried an engine test by L.H. Sparey of a new diesel which would set the modeling scene on fire. This was the 2.46cc ED Mk111, Series 2, better known as the ED Racer. ED was short for Electronic Developments Ltd, of Kingston-on-Thames, Surrey, England. (There was an earlier less than successful Mk 111 Series 1 ED engine, which bore no resemblance to the Racer).

The Racer, released in mid 1950, was ED's first modern competition engine. It was designed by B.C. (Basil) Miles, a talented man previously responsible for the Mk 1 (1cc Bee), the Mk 11 (2cc 'Penny-Slot' and Competition Special) and the Mk IV (3.46cc Hunter) diesel engines which made ED's reputation as a world-class engine manufacturer.

With a twin-ballrace shaft and rear-disc induction, usually features of racing engines only, the Racer owed nothing to the earlier Miles designs. It was powerful

and very easy to start and handle and soon became the favoured engine for A Class team race and FF Power, being largely unchallenged until the appearance of the superb Oliver Tiger.

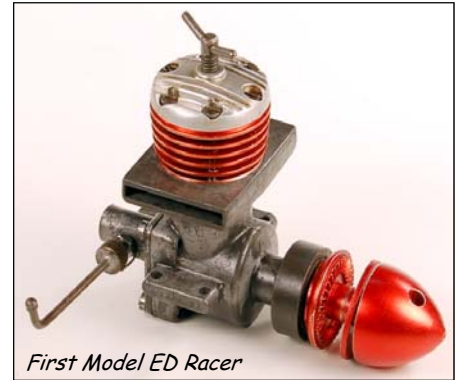
The Racer wasn't without its critics, the main drawbacks being its weight (at 5½ oz it was quite a bit heavier than the earlier popular plain-bearing Elfin 2.49 which weighed just over 3 oz) and its bulk. The massive twin exhaust ducts cast into the crankcase did pose mounting problems, particularly in close-cowled team racers, and the rear inlet required much more space behind the engine than front-rotary valve engines and at the same time complicated the fuel tank installation. We all cursed the 3/8" hole which was required in the prop.

One answer to the big exhaust ducts was to remove them entirely. This modification was popularised by Pete Buskell's how-to-do-it article, which Ron Moulton featured in his *Model Aero Engine Encyclopaedia*, first published in 1958 and des-

igned to become the engine enthusiasts' handbook of choice. Many Racers were brutalized in this manner, the writer also attacking his with a file. Improved access to the engine mounting bolts was certainly a benefit, though the additional tuning steps outlined by Buskell failed to deliver the increased performance promised. This may have been attributable more to a lack of finesse than anything else.

The original Racer had a cast magnesium crankcase and suffered from a weakness around the bearing section. This was addressed in the 2nd model which appeared in 1951 with webs between the bearings. The 3rd model appeared in 1953 with a solid section replacing the webs and in 1955 the magnesium case was supplanted by an aluminium one. Racers were characterized by bright red anodizing on the cylinder fins, the prop-driver and the large spinner nut. A small number of Racers were built with reed-valve induction and these were anodized green. Racers could be supplied in glow and even spark-ignition form, to special order.

The 2.46cc ED Racer soldiered on well into the '70s, being produced by various people after the demise of the original ED factory in the late '50s. These later engines were not anodized and never had the elegance and crisp performance of the originals, in the writer's opinion. In addition they were simply outclassed by the newer and superior diesels coming from the Conti-



First Model ED Racer



ED Racer Glow



Ignition ED Racer



Mk4
Reed Valve
Racer



ED Racer 1955

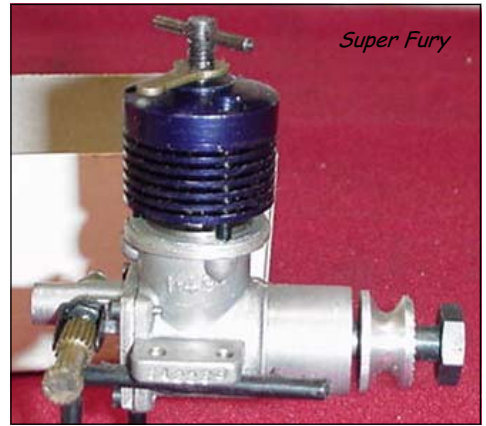


ED Fury 1.49cc

ment, Australia and Japan.

There were two other Miles designs produced by ED, and both were very similar to the Racer.

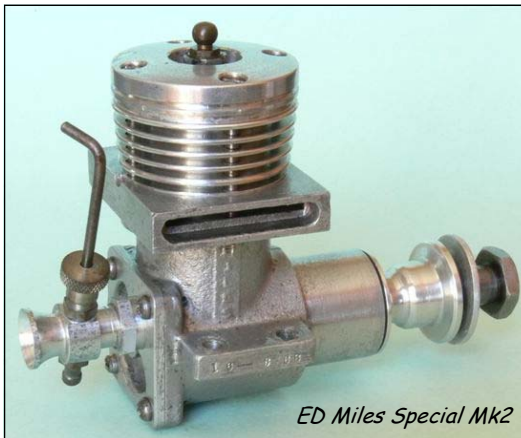
The 5cc Miles Special Mk1 appeared in 1953. Ironically it did not have the Racer's exhaust ducts, but was revised a few years later to include this feature as the Mk11. Originally turned down by the ED board, the Miles Special was offered initially to special order direct from Miles himself. When ED realized there was a market for such an engine, they assumed production and all sales themselves.



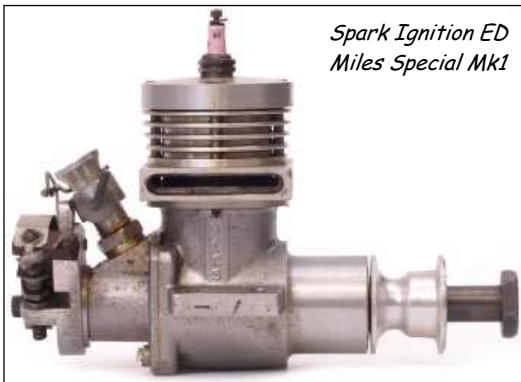
Super Fury



1953 ED Miles Special 5cc Mk1



ED Miles Special Mk2



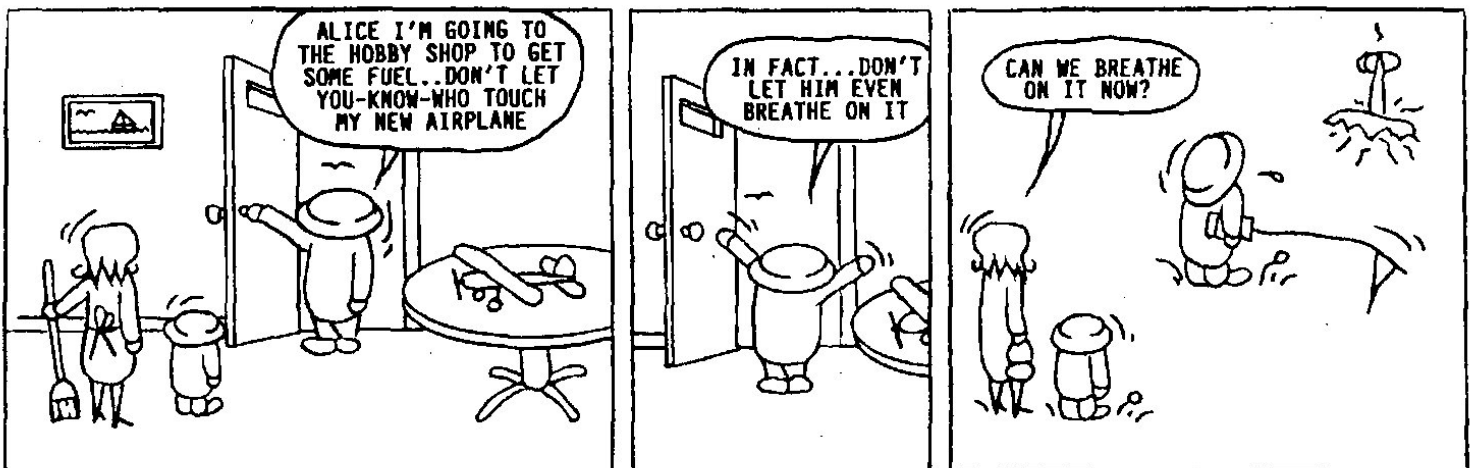
Spark Ignition ED Miles Special Mk1

The Miles Special also continued in sporadic production until the mid '70s, most often as a marine engine. It was offered with an R/C throttle in both aircraft and marine versions very early on and achieved limited popularity in this form. No doubt the perceived wisdom of the day which said that all large diesels were hard to start at best, dangerous brutes at worst, and impossible to throttle deterred some buyers. In reality the Miles Special was no harder to handle than the Racer. Glow and spark ignition versions were also available to special order.

There was a smaller brother, marketed in 1958 as the ED Fury 1.49cc. This looked much like a scaled-down Racer and had reed valve induction and green anodized parts. It was not a very successful engine, being bulky, expensive and totally outclassed performance-wise by the Frog 150R and the AM 15 diesels. Some years later, the Fury design was upgraded by Gordon Cornell, who had taken over at ED from George Fletcher, who followed Basil Miles. This later engine was called the Super Fury and was a very powerful and competitive engine.

All three Miles designs, the Fury, the Racer and the Miles Special, featured 360° exhaust and transfer porting, the ports being slit in the liner, one above the other. The two smaller engines had three ports, the Miles having four. Instruction leaflets warned of the importance of lining-up the port bars with the cylinder retaining screws and tightening these evenly and carefully, as the liners could be distorted. The wire-type needles were fragile, and as they were both expensive and easily broken in a crash, were commonly replaced by cheaper and readily available DC, PAW and Taipan needle valve assemblies.

Operating quirks aside, this trio of Basil Miles-designed ED diesels, and particularly the 2.46cc Racer, were really excellent engines. They are remembered very fondly by most who flew them and are certainly re-



Electric Old Timer - Flamingo Lives On



Lou Amadio and Stan Clifton with Jasco Flamingos. Nice looking OT models.

power system consisted of a Hyperion 3025-10 brushless motor turning a 13x8 prop using 10xCP1300 NiCads. Power was 375 watts (about $\frac{1}{2}$ HP). Weight was a beefy 56 Oz resulting in a loading of 10 Oz/ft².

By the time the Flamingo was ready for the Electric Duration competition it was up against Bombers, Playboys and Record Breakers. It did not take long to realise that the design was not up with the best of them. Apart from the weight, there was that thick wing, and both combined to slow down the climb rate. Also, in mild lift conditions, the high loading meant a faster than desired glide down to mother earth!

I persisted with the Flamingo for a few months until I built a 66% Lanzo Bomber. The smaller, sleeker Bomber outperformed the larger Jasco design and the Flamingo soon became a static model in my workshop.

As we were developing the rules for Electric Old Timer, Peter Buckley mentioned the popularity of Texaco models, especially for pilots who had no need (or desire) for high powered models. Texaco, relying more on energy efficiency, meant that a model could operate from a more modest power system.

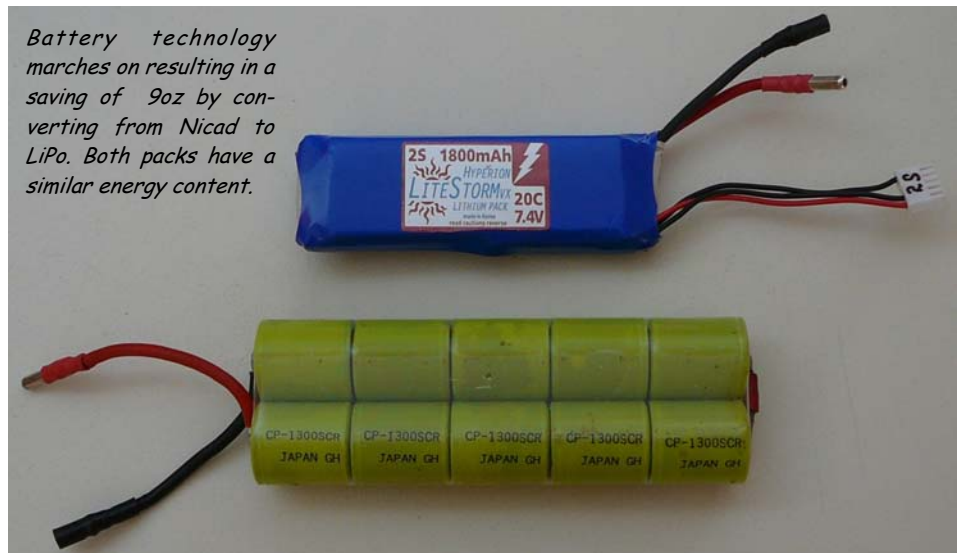
It was mid 2007 when experiments started on Electric Texaco and the Flamingo was to be given a second chance. Out went the heavy Nicad pack saving 9 Oz and out went the big motor saving another 2 ounces. Further mods to the airframe saved an ounce resulting in a total weigh reduction of a whopping 12 Oz! Loading was now a very nice 7.9 Oz/ft².

In the Texaco comps, the rejuvenated Jasco was a pleasure to fly and a very capable Texaco performer. The power system now consisted of a Hyperion 3013-16 brushless turning a 13x8 prop using 2S 1800 LiPo. Power was only 180 watts (about $\frac{1}{4}$ HP) but the model climbed well and the glide was much better with the lighter loading.

Electric Texaco Energy Rule

The energy rule allows 0.32 watt.hours per Oz of dry model weight. The model is weighed without the battery that powers the motor. In the example above, the Flamingo weighs 41 Oz dry so $41 \times 0.32 = 13.12$ watt.hours. To convert this into a battery pack divide by the cell voltage (3.6v for LiPo) and divide again by the number of cells to be used (2 in this case). $13.12/3.6/2=1.822$ AHr max. Therefore a commercial pack of 2S 1800 mAh was chosen to do the task.

Battery technology marches on resulting in a saving of 9oz by converting from Nicad to LiPo. Both packs have a similar energy content.



from Lou Amadio.

I built my first real Old Timer aircraft only two years ago (2005). It was an 80% Jasco Flamingo and was to be electric powered. I chose the Flamingo because I loved the elliptical wing and tail and it had a good looking fuselage (how else would you choose your first OT?). After flying an assortment of ARF models I was looking forward to gluing all those little sticks together, something that I had not done for a long time.

The model was scaled to 80% with a span of 1800mm and a wing area of around 800 in². The



A light, compact motor such as the Hyperion 3013-16 (110g) is all that is needed for moderately sized Texaco model.

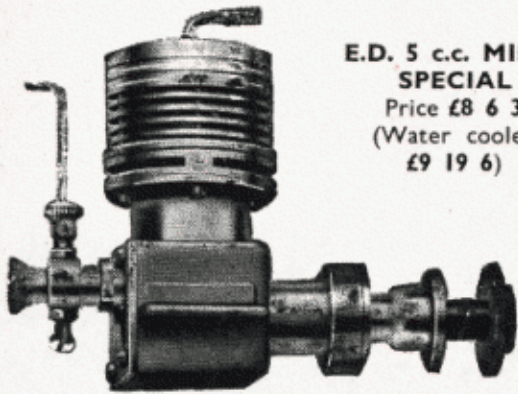


Recovery of a Dixielander by Fire-Power.

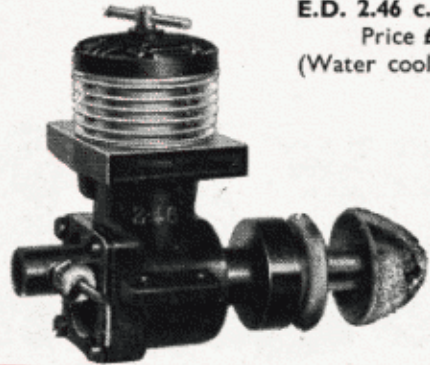
Basil Healy's Burford Event Dixielander lost radio contact just as it was launched and ended up in the large gum tree on the left. Some thirty rounds later it dropped into the smaller peppercorn tree and another twenty rounds saw it safely in Basil's hand. How lucky can you be! Only two punctures in the wing covering and a little damage to a wing leading edge. A few minutes later the second attempt was underway and Basil ended up taking 3rd place. Lucky that our President is a good shot.



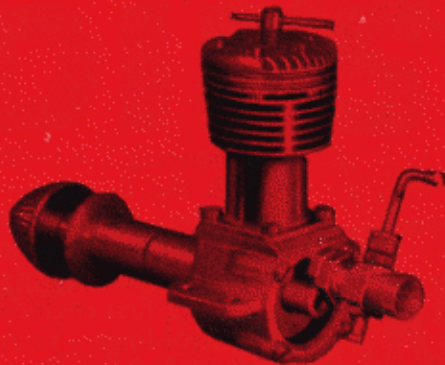
~~ THE BACK PAGE ~~



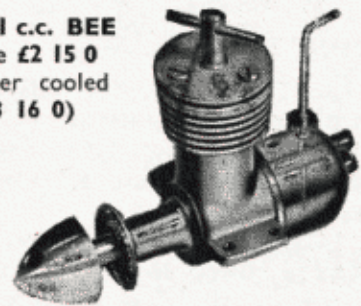
E.D. 5 c.c. MILES SPECIAL
Price £8 6 3
(Water cooled £9 19 6)



E.D. 2.46 c.c. RACER
Price £3 1 5
(Water cooled £5 4 6)

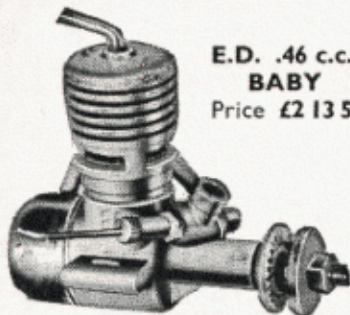


E.D. 3.46 c.c. HUNTER
Price £3 18 5
(Water cooled £5 4 6)

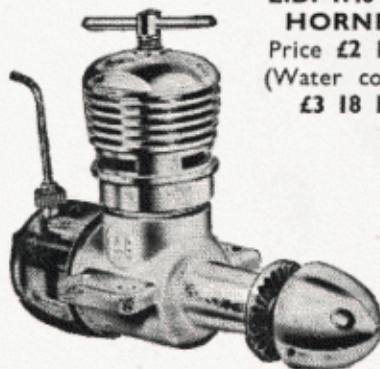


E.D. 1 c.c. BEE
Price £2 15 0
(Water cooled £3 16 0)

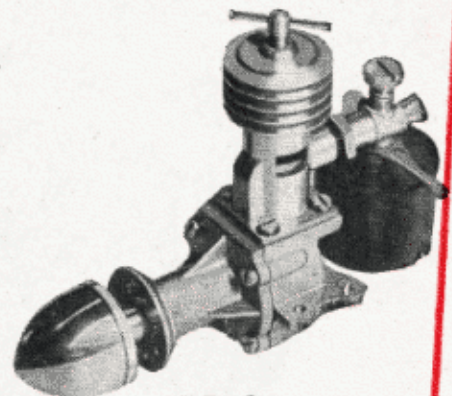
AND THIS IS THE ENGINE THAT DID IT!



E.D. .46 c.c. BABY
Price £2 13 5



E.D. 1.46 c.c. HORNET
Price £2 17 0
(Water cooled £3 18 11)



E.D. 2 c.c. COMPETITION SPECIAL
Price £3 19 0
(Water cooled £4 5 6)

All prices include Purchase Tax

E.D.
KINGSTON
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